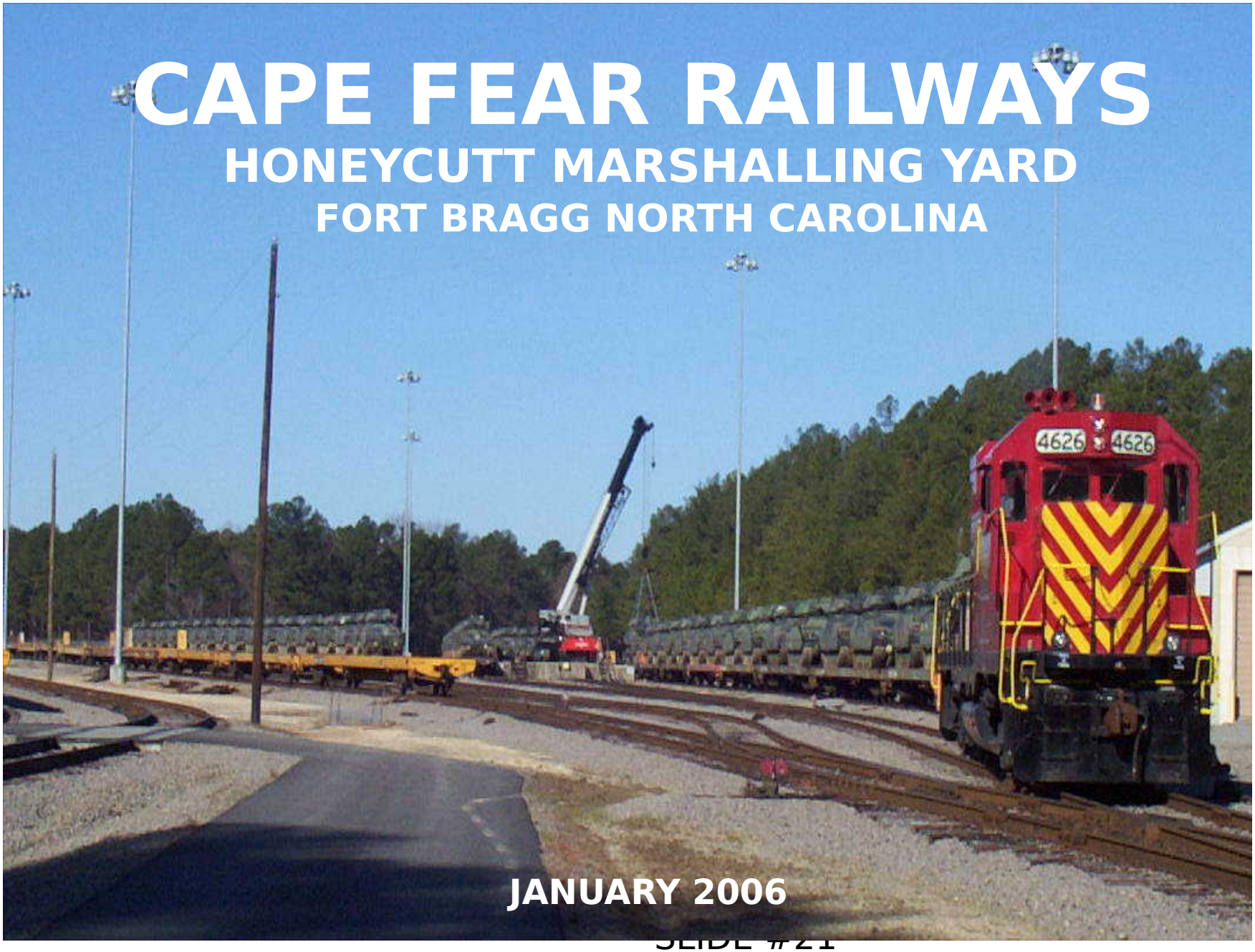
CAPE FEAR RAILWAYS
HONEYCUTT MARSHALLING YARD
FORT BRAGG NORTH CAROLINA
4626
4626
JANUARY 2006

BRIEFING TOPICS

- **CF ADMIN.**
- **MISSION**
- **RAIL CLASS COORDINATION**
- **RAIL OPNS/TOOLS**
- **REOCCURING ISSUES**
- **SAFETY/RISK ASSESSMENT**
- **CF POC'S/RAILHEAD LAYOUT**
- **RAIL CAR TYPES**

CF ADMIN

- CF ESTABLISHED 1926
- 75 ACRE RAILHEAD
- 7 EMPLOYEES
- 2 GP10, 120 TON LOCOMOTIVES
- OPERATE 14 MILES OF TRACK AT FBNC.
- OPCON TO TRANS. DIV, DOL
- PARENT ORGANIZATION SEABOARD CORP, SHAWNEE MISSION KS.

MISSION

- **FORT BRAGG'S MISSION AS A PREMIER POWER PROJECTION PLATFORM OUTLINES THE USE OF RAIL AS A MEANS OF MOVING THE DEPLOYABLE FORCE.**
- **THE CURRENT STANDARD TO MOVE 1 BDE OF THE 82nd ABN. DIVISION WOULD REQUIRE APPROXIMATELY 250 RAIL CARS.**
- **FORT BRAGG MUST BE CAPABLE TO SUPPORT THE DEPLOYMENT OF THE 30th SEPARATE HEAVY BRIGADE (NCNG) WHICH WOULD REQUIRE OVER 450 RAIL CARS.**

MISSION (Cont'd)

- **WILL PROVIDE ASSISTANCE TO UNITS DURING ULACC/CLACC.**
- **OFFER/CONDUCT CONTRACTED RAIL LOADING/TIE-DOWN CLASSES TO UNITS.**
- **PROVIDE FACILITY AND RAIL CARS FOR UNITS TO CONDUCT THEIR OWN CLASSES.**
- **PROVIDE GUIDANCE TO UMO'S FOR LOAD PLANNING.**
- **PROVIDE SAMPLE RAIL OPORDS TO UNITS.**
- **PROVIDE SAMPLE RAIL RISK ASSESSMENTS.**

RAIL CLASS COORD

- **UNIT TAUGHT CLASSES:**

  UNIT MUST VERBALLY REQUEST USE OF FACILITIES ALONG WITH DATE / TIME OF TRAINING TO CF. CF WILL PROVIDE TOOLS AND UP TO FOUR (4) 89' AND/OR 60' RAIL CARS FOR TRAINING. TRAINING WILL BE IAW: MTMCTEA PAM 55-19, SIXTH EDITION. UNIT INSTRUCTOR MUST MEET WITH SUPERINTENDENT OF CF PRIOR TO TEACHING CLASS.

- **CF TAUGHT CLASSES:**

  UNIT WILL REQUEST CLASS DATE / TIME AND SUBMIT SIGNED CONTRACT (PROVIDED BY CF) AND EQUIPMENT LIST TO CF TO LOCK IN TRAINING DATE. CONTRACT, PAYMENT METHOD AND CLASS OUTLINE WILL BE PROVIDED BY CF._

RAIL OPERATIONS

CF IS RESPONSIBLE FOR:

- **PROVIDE RAILCARS AND ASSETS.**
- **STAGING EQUIPMENT FOR MOVEMENT.**
- **TECHNICAL ASSISTANCE FOR LOADING/DOWNLOADING.**
- **COMPLYING WITH SDDCTEA PAM 55-19 FOR UPLOADING.**
- **CSXT WILL INSPECT LOADS AND HAS FINAL MOVEMENT APPROVING AUTHORITY.**

TOOLS

- **TOOL ISSUE NEEDS TO BE COORDINATED THRU MMD.**
- **<u>ONLY</u> NCOIC/OIC WILL HAND RECEIPT TOOLS.**
- **MMD POC: CARY BERG, 396-3383/6116.**

REOCCURING ISSUES

- *COMMAND & CONTROL:* **MAJOR DEPLOYING UNIT(S) MUST PROVIDE OIC / NCOIC WHO WILL REMAIN ON SITE TO MONITOR/CONTROL EQUIPMENT MOVEMENT FROM STAGING AREA TO RAILHEAD, LOADING OPERATIONS AND HAVE THE AUTHORITY TO MAKE A DECISION WHEN REQUIRED. THIS ALSO APPLIES TO THE RE-DEPLOYMENT PHASE OF THE OPERATION. OIC/ NCOIC SHOULD MONITOR/CONTROL SLICE ELEMENTS WHO WILL BE OPCON TO MAJOR DEPLOYING ELEMENT. AN OPORD SHOULD BE WRITTEN TO DEFINE ROLES & RESPONSIBLITIES OF MAJOR & SUBORDINATE UNITS.**
- **NO POV'S IN RAILHEAD DURING LOAD/UNLOAD OPERATIONS. USE DESIGNATED PARKING AREA LOCATED AT THE KNOX ST. ENTRANCE. UNAUTHORIZED VEHICLES WILL BE TOWED.** ***MILITARY VEHICLES SHUTTLING SOLDIERS TO RAILHEAD IS ENCOURAGED.***

REOCCURING ISSUES

- ***TIE-DOWN TEAMS:*** **UTILIZE SOLDIERS THAT HAVE CONUS EXPERIENCE OR HAVE ATTENDED A RAIL TIE-DOWN TRAINING CLASS. ONE TRAINED SOLDIER PER TEAM IS EFFECTIVE. (MAX-4 PERSONNEL PER TEAM.)**
- **DRIVERS: DRIVERS NEED TO REMAIN WITH THEIR VEHICLES UNTIL RELEASED BY SPOTTING PERSONNEL.**
- **GROUND GUIDES: 1 PER CAR. ONE OF THE MOST CRITICAL POSITIONS DURING LOADING OPERATIONS. GUIDE MUST NOT BE DISTRACTED AND MUST REMAIN FOCUSED.**
- **SPANNER GUARDS: UNIT IS RESPONSIBLE FOR PLACEMENT OF SPANNERS, 2 PER CAR. GLOVES REQUIRED TO PLACE & POSITION SPANNERS ON RAILCARS. MUST MAINTAIN VISUAL CONTACT WITH GROUND GUIDE AT ALL TIMES. REPOSITION SPANNER AS REQUIRED.**

REOCCURING ISSUES

- *COMMERCIAL ROAD VANS/MILVANS:*

  CRITICAL AREA. A POC MUST BE DESIGNATED TO RECEIVE, ISSUE, AND CONTROL MOVEMENT OF TRAILERS & MILVANS. CAPE FEAR RAILWAYS HIRES CIVILIAN TRACTORS @ ($70.00) PER HOUR, TO SPOT, PICK-UP AND LOAD TRAILERS ON RAILCARS. UNIT WILL PROVIDE ESCORTS TO GUIDE TRUCKS TO UNIT AREAS AND A DETAIL TO HELP LOAD/UNLOAD ON TRAIN AND SET LANDING GEAR. UNIT IS RESPONSIBLE FOR COORDINATING KALMAR/RTCH SUPPORT AND TRANSPORT FOR GOVERNMENT MILVANS.

REOCCURING ISSUES

- *RAILHEAD POLICE CALL:* **INSPECT RAIL CARS BEFORE THEY ARE PULLED FOR ISSUED TOOLS, EQUIPMENT, TRASH AND PERSONNEL ITEMS. REQUEST THAT UNITS CONDUCT A GOOD POLICE CALL DAILY. FINAL POLICE CALL CAN BE CONDUCTED AFTER TRAINS ARE PULLED FROM RAMPS AND TRACKS ARE CLEAR. (NEXT DAY)**
- *VEHICLE TECH INSPECTION:* **CLASS II/III OIL LEAKS, TIRE LEAKS, AND BATTERY PROBLEMS SHOULD BE ADDRESSED PRIOR TO ARRIVAL AT RAILHEAD. CONTACT TEAM/VEHICLE SHOULD REMAIN AT YARD FOR DURATION OF LOADOUT. RAILHEAD PERSONNEL ARE AVAILABLE TO ASSIST UNITS DURING UNIT LOADING AREA CONTROL CENTER (ULACC) & CENTRAL LOADING AREA CONTROL CENTER (CLACC) OPERATIONS.**

REOCCURING ISSUES

- *VEHICLE PREP:*

  SHACKLES ARE REQUIRED ON FRONT AND REAR OF VEHICLES. (CF DOES NOT PROVIDE). IF DOOR HANDLES WON'T REMAIN CLOSED, SECURE WITH 550 CORD. NO MORE THAN 3/4 FUEL IN PRIME MOVER TANK. EXTERNAL FUEL CANS & GENERATORS EMPTIED AND SECURED. PILFERABLE ITEMS, (I.E. TOOL KITS, RADIOS, FIRE EXTINGUISHERS, AND PERSONAL ITEMS) SHOULD BE REMOVED / SECURED. IF TARP(S) ARE TO REMAIN ON VEHICLE, THEY MUST BE COMPLETELY FASTENED. IF TARP(S) ARE REMOVED, BOWS MUST BE REMOVED AND NESTED IN VEHICLE BED WITH TIE-DOWN STRAPS. VEHICLES WITH CLASS II/III OIL LEAKS WILL NOT BE ACCEPTED FOR LOADING.

REOCCURING ISSUES

- *TEAMWORK:*

  LOADOUTS CAN BE CONDUCTED EFFICIENTLY IF EVERYONE WORKS TOGETHER TO PLACE, GUIDE AND TIE-DOWN EXTREMELY WELL, WHILE OTHERS UNITS "BEAT THEMSELVES UP" TRYING TO ACCOMPLISH THE TASK.

- *SECONDARY LOADS:*

  ISU 90'S, QUADCONS, AND CONEX'S UPLOADED ON TRUCKS NEED A MINIMUM OF 3/8" PLYWOOD OR 2x4'S UNDER CONTAINERS. CHAINS WITH BINDERS, WIRE ROPE OR RATCHET STRAPS (10K lbs.), CRISS-CROSSED ON ALL FOUR SIDES MUST BE USED TO SECURE CONTAINER. ALL OTHER SECONDARY LOADS MUST BE SECURED WITH RATCHET STRAPS.

SAFETY

- **SAFETY IS EVERYONE'S FIRST CONCERN!**
- **TAKE BREAKS IN DESIGNATED AREAS.**
- **DO NOT SMOKE NEAR FLAMMABLE EQUIPMENT.**
- **DO NOT TAMPER WITH THE RAIL CARS (I.E. BRAKES, WHEEL CHOCKS, CUT LEVERS, ETC.)**
- **DO NOT CROSS OVER BETWEEN RAIL CARS BY STEPPING ON THE KNUCKLE, CUT LEVERS OR AIR HOSES. (GO AROUND THE CARS OR USE THE SILL STEPS AND GRAB IRONS.)**
- **DO NOT CONGREGATE ON THE TRACKS.**
- **DO NOT ENTER OR EXIT THE RAILHEAD BY WALKING ON THE TRACKS. USE THE ROAD.**
- **WHEN YOU HEAR THE LOCOMOTIVE AIR HORN BLOW, STOP AND LOOK IN THE DIRECTION OF THE ENGINE.**

SAFETY

- **USE EXTREME CAUTION WHEN WALKING ON THE DECK OF RAILCARS. NEVER WALK BACKWARDS OR RUN ON CARS.**
- **NEVER JUMP ON/OFF RAILCARS.**
- **WORK GLOVES, (NOT JUST WOOL INSERTS) AND HELMETS ARE REQUIRED AT ALL TIMES WHEN WORKING ON THE TRAIN /RAMP(S) AND DRIVING VEHICLES.**
- **MONITOR THE HEAT INDEX AND PLAN FOR MAX HYDRATION DURING SUMMER MONTHS. (RAILHEAD HAS MINIMAL SHADE).**
- **ON SITE MEDICAL COVERAGE IS REQUIRED. WITH FLA OR SUITABLE TRANSPORT.**
- **A SAMPLE *"RISK ASSESSMENT"* IS AVAILABLE FROM CF.**
- **THE MAJOR DEPLOYING UNIT ENVIRONMENTAL CONTROL OFFICER (ECO) MUST BE PRESENT,ON SITE, TO EVALUATE/RECOVER SPILLS.**

CF POC'S

- *SUPERINTENDENT:* **JIM TORPEY**
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- *OPERATIONS CLERK:* **NICK DARNELL**
  TEL # 396-7683 FAX# 396-7688
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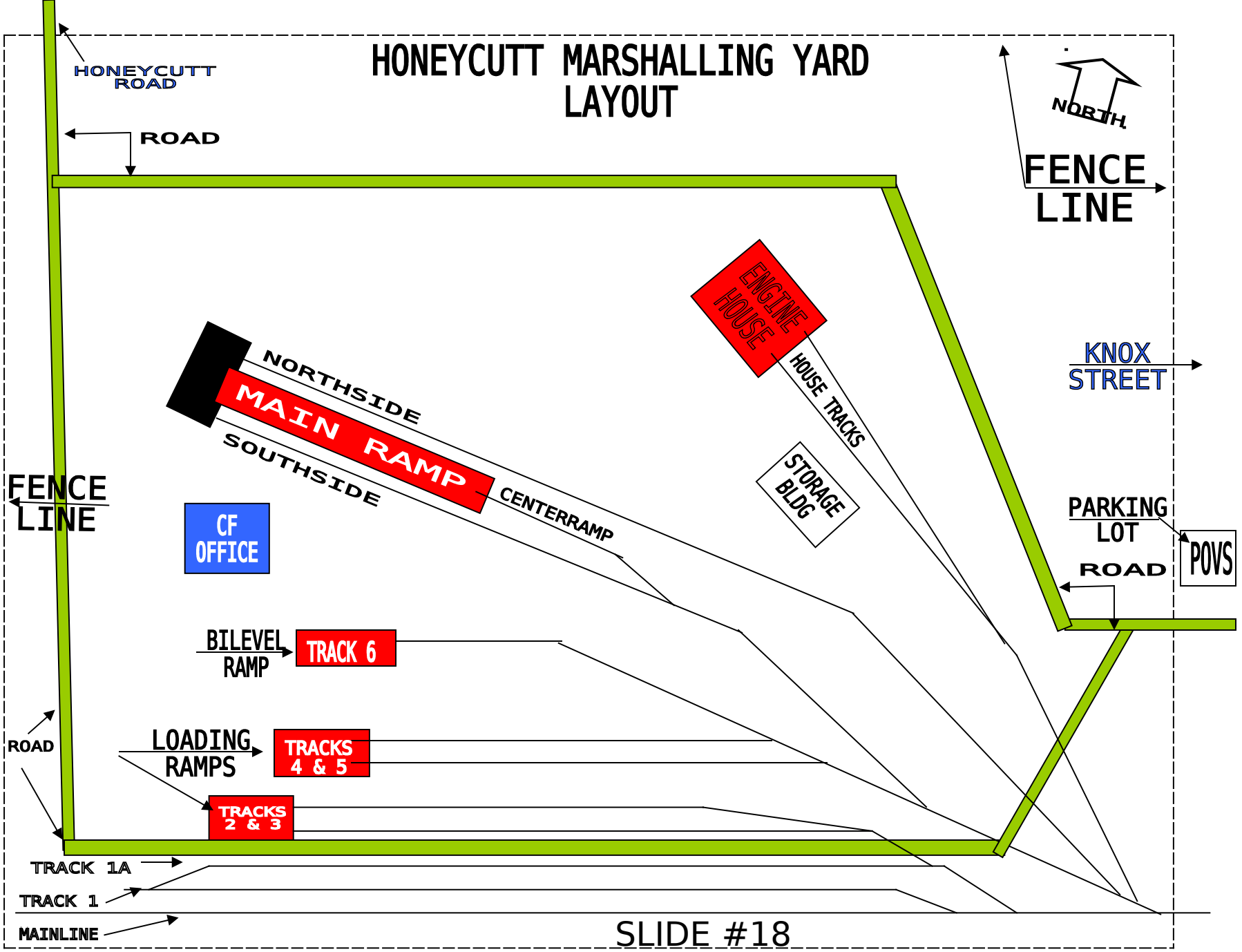
HONEYCUTT MARSHALLING YARD LAYOUT
HONEYCUTT ROAD
ROAD
NORTH
FENCE LINE
ENGINE HOUSE
HOUSE TRACKS
KNOX STREET
NORTHSIDE
MAIN RAMP
SOUTHSIDE
CENTERRAMP
STORAGE BLDG
FENCE LINE
CF OFFICE
PARKING LOT
POVS
ROAD
BILEVEL RAMP
TRACK 6
ROAD
LOADING RAMPS
TRACKS 4 & 5
TRACKS 2 & 3
TRACK 1A
TRACK 1
MAINLINE

SLIDE #18

RAIL CAR TYPES

- **89’ STEEL DECK:**

  CAR(S) EQUIPPED WITH EITHER 3/8” OR 1/2” CHAIN TIE-DOWNS. CAR WIDTH IS ABOUT 8 1/2’. CAN LOAD 2-5 VEHICLES PER CAR. (PRIMARILY WHEELED VEHICLES.)

- **60’ WOODEN DECK:**

  CAR(S) EQUIPPED WITH EITHER 3/8” OR 1/2” CHAIN TIE-DOWNS. CAR WIDTH IS ABOUT 10 1/2’. CAN LOAD 1-3 VEHICLES PER CAR. (PRIMARILY ENGINEERS, ARMOR, TRACK OR WIDE WHEELED VEHICLES.)

- **89’ BI-LEVEL:**

  CAR(S) HAVE 2 DECKS WITH A MAX HEIGHT FOR BOTTOM DECK AT 87”. MAX TOP DECK AT 94”. CAR EQUIPPED WITH CHOCKS. (PRIMARILY HUMMERS AND SMALL TRAILERS.)

RAIL CAR TYPES

- **89’ TRAILER ON FLAT CAR (TOFC):**
  CAR(S) CAN BE EQUIPPED WITH 2 45’ ROAD VANS (TRAILERS), OR CAN ACCOMMODATE GOVERNMENT ROAD/MILVANS (TRAILERS.)
- **60’ CONTAINER ON FLAT CAR (COFC):**
  CAR(S) EQUIPPED TO HANDLE (3) 20’ CONTAINERS/MILVANS OR (1) 40’ AND (1) 20’ CONTAINER/MILVAN.
- **89’ CONTAINER ON FLAT CAR (COFC):**
  CARS EQUIPPED TO HANDLE (4) 20’ CONTAINERS/MILVANS OR (2) 40’ CONTAINERS/MILVANS.

RAIL CAR TYPES

- **DODX (GOV'T CARS) 68' STEEL DECK:**

  CARS EQUIPPED WITH ½" CHAIN AND NO SIDE RAILS. CAR WIDTH IS ABOUT 10 1/2'. USED FOR HEAVY TRACK, LARGE ENGINEER AND OVERSIZED VEHICLES. (40000 & 41000 SERIES CARS).

- **DODX (GOV'T CARS) 89' STEEL DECK:**

  CARS EQUIPPED WITH ½" CHAIN TIE-DOWNS AND NO SIDE RAIL. USED FOR HEMMITS AND PLS TRUCKS. (42000 SERIES CARS).

RAIL CAR TYPES

- **DODX (GOV'T CARS) CONTAINER ON FLAT CAR:**

  (COFC) IS AN 89' STEEL DECK, USED STRICTLY FOR 20' AND 40' CONTAINERS/MILVANS. (48000 SERIES CARS).